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IN TOUCH WITH YOUR TIME







Australian ambition...

Dean Ferris falls into the OTOR spotlight after an eye-catching turn for his country at the Motocross of Nations that capped a breakthrough MXGP campaign in 2013. A revealing and honest interviewee, the chat with the 23 year old Yamaha star is definitely worth a look

Photo by Ray Archer





Knocked down but not outfought...

The third victory for Dani Pedrosa this season also meant two years unbeaten at Sepang for the Catalan. It served as a reminder the 28 can bounce back from adversity and Repsol Honda dominance need not always involve a '93'. With a 54 point deficit in the standings and three races remaining it might be hard for Pedrosa to play any further part in the championship however...will 'DP' now help his team-mate?

Photo by Honda Pro images/Northcott



MotoGP





Will he? Won't he?

Ryan Villopoto's Twitter feed revealed some teasing images of tests via his GoPro over the past two weeks so the very first winner of the Monster Million should be eager to go for the third edition of the Monster Energy Cup in Las Vegas this weekend. RV claimed the very first cheque and crashed out last year. Any predictions for Saturday?

Photo by Ray Archer



AMA-MX



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Photos: Jeff Karda



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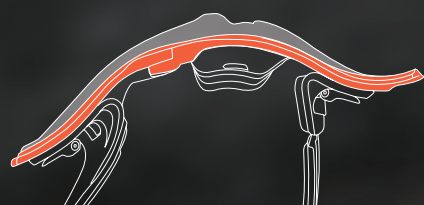
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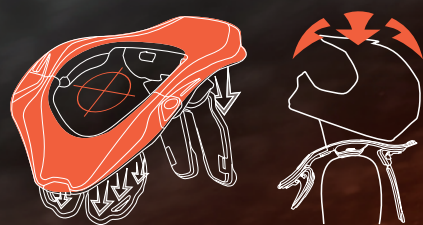
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MotoGP

SHELL ADVANCE MALAYSIA

SEPANG · OCTOBER 13th · Rnd 15 of 18

MotoGP winner: Dani Pedrosa Honda

Moto2 winner: Tito Rabat, Kalex

Moto3 winner: Luis Salom, KTM



PLAY

TOUCHING DISTANCE

By Gavin Emmett Photos by Milagro, Honda Pro Images, Ducati Corse Press,
www.yamahamotogp.com, Tech3.fr, Gold and Goose, www.motor-racing.tv/marcvds/bike

N MOTORCYCLE GRAND PRIX

MotoGP SEPANG

The signature shot from Sepang sees Marc Marquez on the drift. The Catalan won the 2010 125 Malaysian Grand Prix and - apart from last weekend's run to second position - was the only time he had reached the chequered flag at Sepang. Marquez's 43 point lead over Jorge Lorenzo with just 75 left to play for means it could all be over at Phillip Island this weekend



Just two weeks after the remaining threads of Dani Pedrosa's title hopes were snipped along with his rear-wheel sensor cable in Aragon, the plucky Spaniard bounced back from that bitter disappointment to seal a sweet third victory of the season in Malaysia.

Pedrosa had only managed to qualify on the second row of the grid in fifth, with qualifying having begun with turn six still wet from a brief shower. That meant riders had to tiptoe through the fast right-hander, and the Repsol Honda man had lost out to his fearless young team-mate Marc Marquez again, who sealed an eighth pole of his rookie campaign.

Sunday was the only completely dry day at Sepang but nonetheless there was very nearly a delay to proceedings in MotoGP after an early red flag in Moto2. That came after a horror smash involving six bikes, and despite the intermediate class race being significantly shortened it still ate into the MotoGP riders' preparation time on the grid.

Over recent weeks, Lorenzo has stolen Pedrosa's long-term mantle of being the super-starter, and the shorter period on the line didn't affect this as he blasted out of fourth spot and straight past the front row trio of Marquez, Rossi and Crutchlow. The difference was that this time the Yamaha rider was joined in his launch to the front by a rejuvenated Pedrosa.

Lorenzo was unable to stretch out a lead as he had at the previous two events, with his lifelong rival snapping at his heels and looking instantly threatening. Having stalked the blue 99 machine for four laps, Pedrosa quickly squeezed past on lap five before attempting to break the front group which also featured Marquez and Rossi.

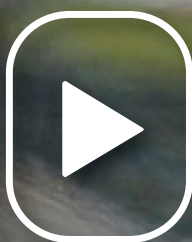
Marquez seemed to have heeded the warning from Race Direction about his mischief-making when he had trailed Pedrosa; a couple of times he would surely have made a move prior to their rap on the knuckles but he decided against it. Once Pedrosa had past Lorenzo however, the championship leader set about finding a way through the Mallorcan.







The first third of the Malaysian Grand Prix produced as much action as good as you'll see this year. In truth Lorenzo was doing a good job of holding up the Hondas but the four-way chase was riveting stuff for a while, until Pedrosa found a way to escape and Marquez turned it down 'from 11 to 9'



PLAY

The next four laps were as intense as any in MotoGP this year, as Lorenzo rebuffed attempt after attempt from the youngster. At one point Marquez made it happen only for Lorenzo to shoulder barge his way back in front in the following corner. The fact that afterwards he denied knowledge of any contact suggests that he knows only too well that it was the kind of move you would expect from Marquez, rather than someone who had long since repented his youthful aggression.

Whilst Lorenzo was critical of the manoeuvre that finally allowed Marquez to assume second place, it was completely above board with the youngster taking an inside line on entry to the back straight, and forcing Lorenzo to roll off as he was squeezed towards the edge of the track. With his lead in the championship ready to be extended to 43 over Lorenzo, Marquez's attempts to chase down his team-mate were limited by his unwillingness to take unnecessary risks, and eventually he rolled home into second place, nearly three seconds behind Pedrosa.

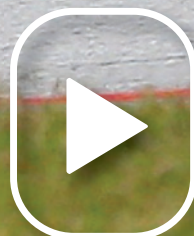
The warmer conditions of race-day began to take their toll on the notoriously cool-weather-loving Yamaha and Lorenzo slipped far behind Marquez to third, with Rossi a lonely fourth. Behind Cal Crutchlow fought bravely to keep Alvaro Bautista at bay, but the superior top speed of the Spaniard's Honda meant that he would take fifth ahead of the Briton.

The rest of the field was entirely split up, with the Bautista-Crutchlow battle being the only tussle of interest left but the Marquez-Lorenzo duel had already lit up the entire event.

Pedrosa's win may ultimately prove inconsequential now that he lies 54 points behind Marquez with three rounds remaining, but it is just the shot in the arm the beleaguered Catalan needed. The question now is if he can harness the anger that spurred him on to greatness yesterday, and bring the fight to the youngster over the tail end of the season, and then on into 2014 when he will mount what could be his last real chance for an assault on the crown that has eluded him for so long.



Line astern for Moto3 as Rins and Marquez provide the slipstreams. Sepang gave Salom a crucial win by just six hundredths of a second. The Spaniard has fronted the standings all year but missed the podium in the two previous Grands Prix. With a lead of just 14 points the second ever Moto3 title will most likely go down to Valencia where somebody will celebrate on home soil



PLAY





The Marquez brothers (left) with plenty to think about. When was the last time two siblings were placed in the top three of two Grand Prix categories? @motogpmart must have an answer. Tito Rabat (above) continues to be the joker in the pack in Moto2 and seventh position for Scott Redding means the Spaniard and his team-mate, Pol Espargaro, are applying enormous pressure with three rounds left. The red carpet is out for Ducati, or more likely former Aprilia honcho Gigi Dall'Igna, as the Italians continue to restructure

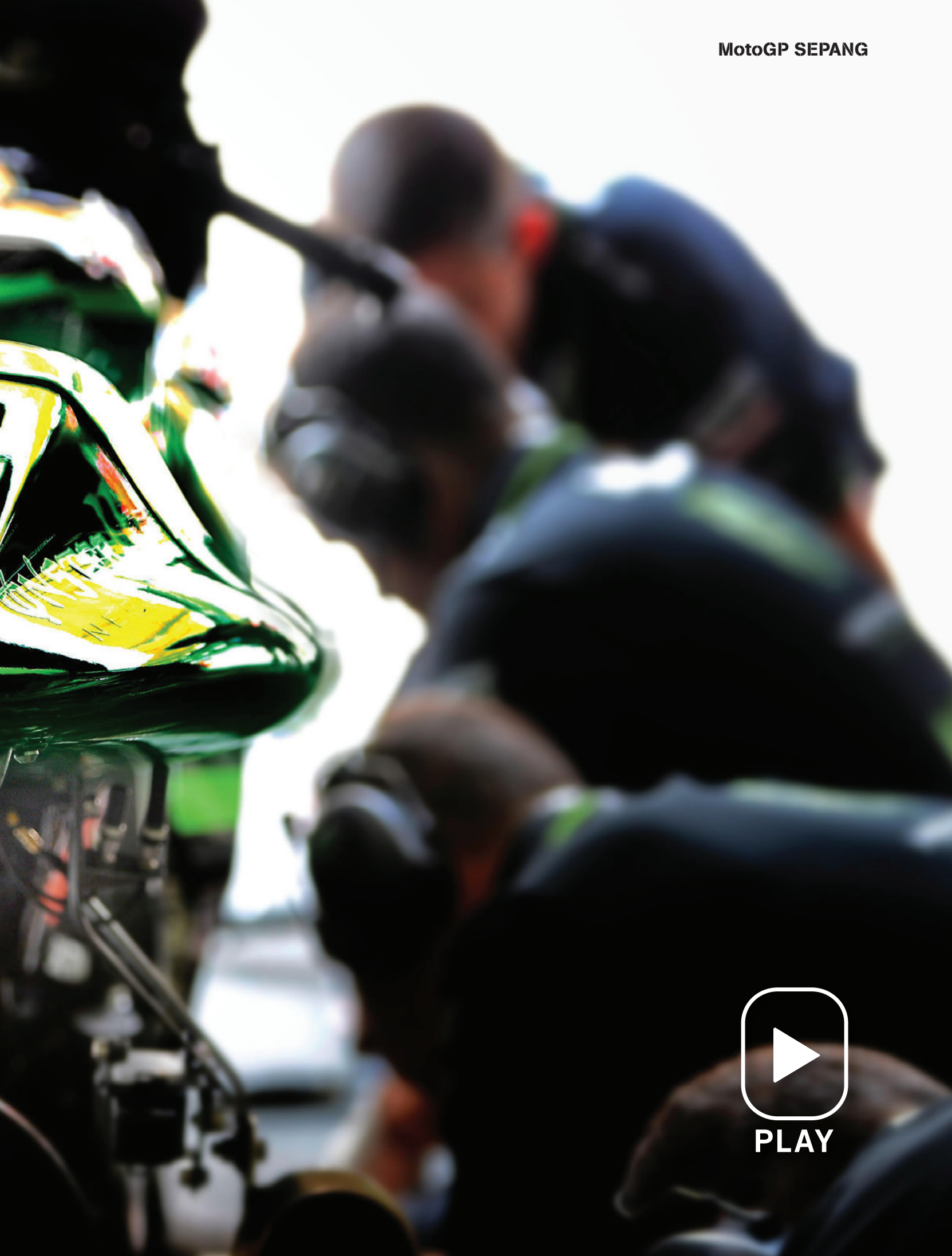


Rossi plays around (opposite page) he must be wondering if a sixth podium result in 2013 will be forthcoming before the end of his eighteenth season in Grand Prix. KTM (above) are now unbeaten in 17 races, just two more to beat Honda's record. Crutchlow and Bautista crossed swords for fifth position and the Spaniard won-out on the final lap, giving SPA four from the first five riders across the line in MotoGP









CLASSIFICATION & CHAMPIONSHIP

MotoGP RESULT

Riders

1	Dani Pedrosa, SPA	Honda
2	Marc Marquez, SPA	Honda
3	Jorge Lorenzo, SPA	Yamaha
4	Valentino Rossi, ITA	Yamaha
5	Alvaro Bautista, ITA	Honda

MotoGP CHAMPIONSHIP (AFTER 15 OF 18 ROUNDS)

Riders

Points

1	Marc Marquez	298
2	Jorge Lorenzo	255
3	Dani Pedrosa	244
4	Valentino Rossi	198
5	Cal Crutchlow	166

Moto2 RESULT

Riders

1	Esteve Rabat, SPA	Kalex
2	Pol Espargaro, SPA	Kalex
3	Thomas Luthi, SUI	Suter
4	Mika Kallio, FIN	Kalex
5	Dominique Aegerter, SUI	Suter

Moto2 CHAMPIONSHIP (AFTER 14 OF 17 ROUNDS)

Riders

Points

1	Scott Redding	224
2	Pol Espargaro	215
3	Esteve Rabat	196
4	Mika Kallio	156
5	Takaaki Nakagami	138



Moto3 RESULT

Riders

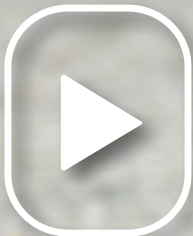
1	Luis Salom, SPA	KTM
2	Alex Rins, SPA	KTM
3	Miguel Oliveira, POR	Mahindra
4	Alex Marquez, SPA	KTM
5	Maverick Viñales, SPA	KTM

Moto3 CHAMPIONSHIP (AFTER 14 OF 17 ROUNDS)

Riders

Points

1	Luis Salom	284
2	Alex Rins	270
3	Maverick Viñales	258
4	Alex Marquez	162
5	Jonas Folger	137



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Toni Cairoli's fourth successive MX1 world championship title aboard the KTM 350 SX-F was another step for the Italian towards matching the remarkable 10 titles won by legend Stefan Everts.

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POINT TAKEN...

By Gavin Emmett



On press day for the Malaysian GP, Race Direction imposed another penalty point on Marc Marquez for *that* incident with Dani Pedrosa at Aragon. I'm not going to discuss the merits of the decision - it's easy to argue either way - but it is clear that these kinds of controversies keep following Marc around.

Like at Aragon, previous 'moments' at Jerez and Misano (to name just two places I can clearly remember it happening) involved Marquez braking too late into the corner, and being forced to either pick the bike up or run deep to bring the bike back round.

Way back in Jerez the Yamaha hierarchy highlighted these kinds of moves as more of a concern than the collision with Lorenzo, and Marc himself said after close brushes with both Rossi and Pedrosa at Misano that he would need to work on this area of his riding.

Aragon showed that these warnings had done nothing to dampen his enthusiasm for outbraking himself, hence the penalty, but rather than pointing the finger directly at the rider as both Pedrosa and Lorenzo are more qualified than me to do, I wonder if circuit configuration could be more to blame for his risk-taking.

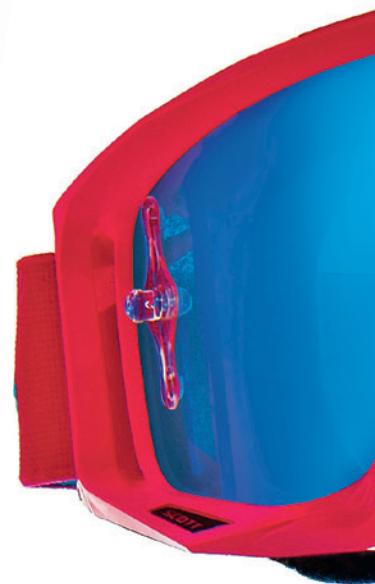
There is a tendency for modern circuits to feature asphalted run-off areas, which allow a rider to recover if pushing too hot into a corner. They have crept into the MotoGP™ world gradually as circuits try to satisfy two-and four-wheel racing, and undoubtedly there have been riders who support them, but also riders who are against them.

Clearly it's preferable to pick the bike up and save a crash, or if you do go down to slide on tarmac rather than bounce through gravel. (Unless like the unlucky Stefan Bradl this weekend you get caught in the Astroturf, but that's another debate.) The track has to end somewhere though; surely that's why they have white lines and kerbs around the edges.

“Modern circuits have asphalted run-off. The track must end somewhere though.”

As Casey Stoner pointed out in the past, these extra run-off areas actively encourage riders to push their bikes beyond braking limitations because they offer a failsafe of being able to make a fast recovery. As such, they end up creating more risk for other riders, by persistent mistakes not being sufficiently punished. (Don't forget, he was once an unwitting victim of the gravel after running-on during the iconic Laguna Seca battle in 2008, so he would have every reason to support them.)

Riders are punished with a full ride-through penalty for making the slight mistake of jumping the start by hundredths of a second, so surely these 'risky' errors should involve more punishment than being able to ride quickly back into contention. A trip through the gravel could satisfy that, and may have more effect than an arbitrary penalty point. Crucially however, it might stop the incident happening in the first place. Maybe that's the kind of penalty that Race Direction needs to consider in the future.



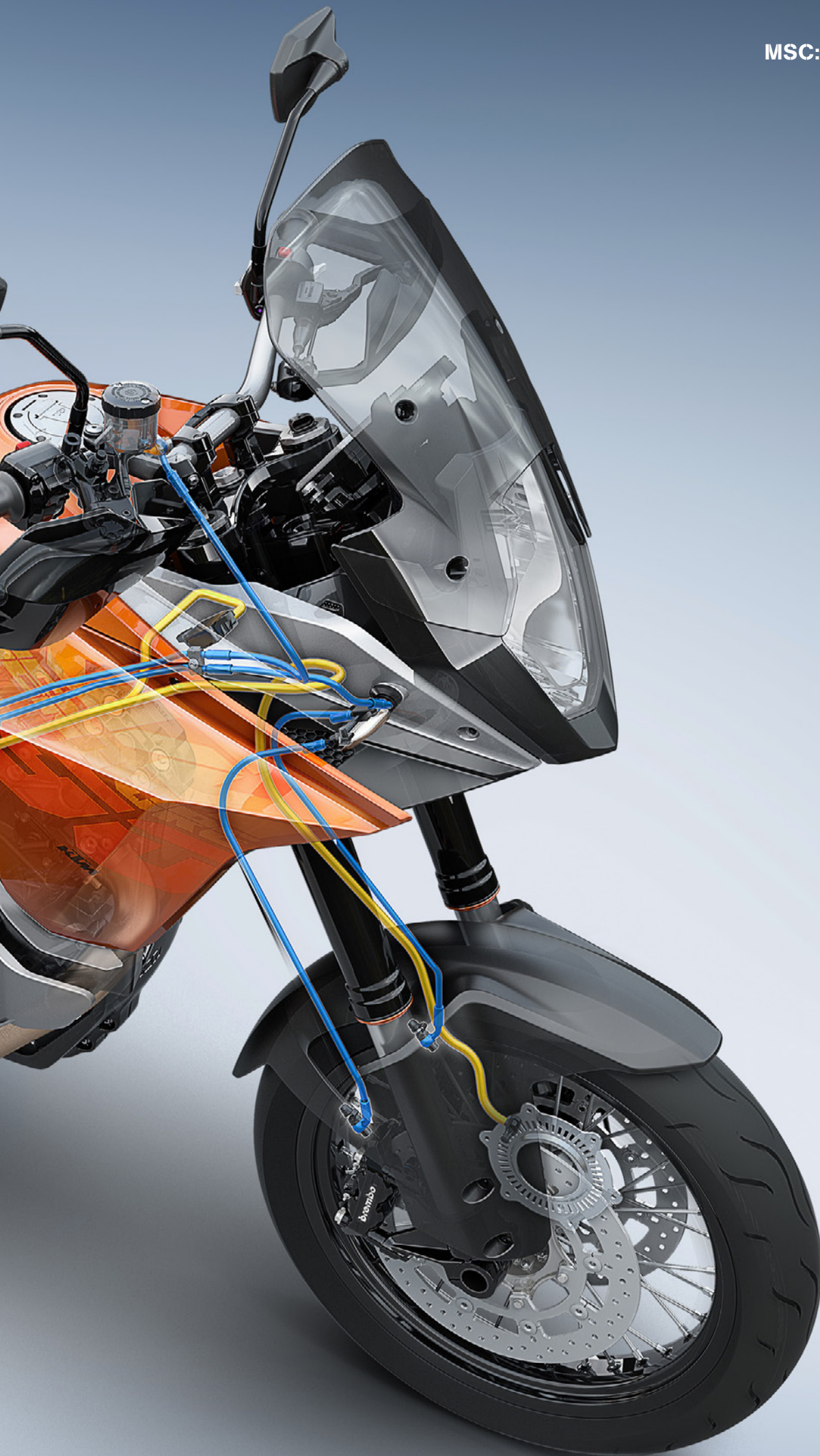




BRAKE THROUGH

BOSCH AND KTM HAVE TEAMED UP TO OFFER ONE OF THE MOST IMPORTANT MOTORCYCLE SAFETY INNOVATIONS OF THE MODERN ERA. READ ABOUT MSC AND HOW IT WILL CHANGE RIDING

By Roland Brown, Photos by KTM/Buenos Dias



Significant advances in motorcycle safety don't come along very often and you don't particularly expect to find one on a dual-purpose bike from a manufacturer whose slogan is 'Ready to Race'. But as I ride KTM's 1190 Adventure in a large circle at 60mph, repeatedly tugging the front brake lever and being rewarded with a squeak of tyre and twitch of handlebars rather than being dumped on the ground, it's clear that something special is going on.

If I'd been on any other bike I've ever ridden, I would have crashed it long ago. Conventional motorcycle ABS systems can't cope with high lean angles so - with both tyres close to their limits of adhesion on the tarmac of the test track at Bosch's facility at Boxberg in Germany - the slightest touch of either brake would have had me straight off.

But not this Adventure, fitted with the Motorcycle Stability Control system developed by Bosch in conjunction with KTM. Essentially, this is ABS that works in corners. And after testing it on one of the most remarkable days I've had in 30 years as a bike journalist, I'm convinced that MSC is the biggest advance in motorcycle safety since ABS arrived 25 years ago. (And it works far better than those early ABS systems did.)

Part of the reason MSC is so important is that it's not a hugely expensive system that will be used only on a handful of high priced bikes from one manufacturer.

Although KTM collaborated in development, and have a head start because they've completed the complex testing required for each model, the Austrian firm doesn't have an exclusive arrangement.

Equally importantly MSC uses the Bosch ABS control unit and lean angle sensor that are already fitted to the 1190 Adventure as part of its traction control system. No extra hardware is needed, so the system will be incorporated into the higher spec version of the 2014 Adventure (and the R model), and will be available as a 400 euros/£335.63 download to existing owners. And it is likely to feature on bikes from other manufacturers, possibly as soon as next year.

The key to the system is that compact and lightweight (40 grams) lean angle sensor, which is capable of analysing pitch and lean more than 100 times per second. Combine that with the expertise and two decades of ABS development experience at Bosch (a giant group whose automotive division's sales last year were over 30 billion euros), and the result is a bike that can tell when a tyre is starting to lose sideways traction under braking, and can release fluid pressure in time to prevent a crash.

MSC: THE BRAKE-THROUGH





The really impressive thing is that the Bosch engineers' algorithms have given the system the ability to cope with different road surfaces as well as varying tyre grip and wear. To my slight relief my test at the Boxberg proving ground near Frankfurt began on a low-friction cobbled area, where at least speeds would be low as I trusted the Bosch engineers by grabbing the front brake lever at angles that would instantly have put me on the ground on a normal bike.

It was a weird and hugely impressive experience to ride on the cobbles, braking and feeling the front tyre lose grip, but recovering instead of crashing.

And it was even more eye-opening, shortly afterwards, to follow the large painted circle on tarmac, cranked over at 60mph, repeatedly squeezing the front brake lever. The tyre chirped, the bars twitched, yet the KTM continued safely round. If I continued to brake, the bike slowed to a halt, its steering remaining neutral and controllable, helped by the system's linking of front and rear brakes.

For me this is a huge advance in ABS, and the biggest motorcycle safety improvement of recent times. Inevitably some riders will be hostile to MSC because they think they're better than any anti-lock system or that it will encourage people to ride faster.



“It was a weird and hugely impressive experience; braking and feeling the front tyre lose grip, but recovering instead of crashing...”



Others warn of legislation and of bike prices rising when such systems become compulsory (as ABS will be in Europe within a few years, reportedly following lobbying by Bosch). You don't need to worry about MSC spoiling a ride, as a typically quick yet safe KTM-guided road ride demonstrated: the system was undetectable unless deliberately provoked. As for the politics, Bosch's research suggests conventional ABS can prevent a quarter of the accidents that result in injury or death. With more than 5000 motorcycle fatalities in Europe alone in 2010, that's a significant number.

And MSC has the potential to prevent considerably more. Many motorcycle crashes occur when riders find themselves approaching a corner too fast. They brake too hard, locking the front wheel, or don't brake enough, running off the road or into oncoming traffic. Either way, knowing the bike will allow you to brake hard while leaned over could mean the difference between a big crash and simply slowing and making the turn. Which surely has to be a very good thing.

RALLYERS

For once it seems that Honda have gained the upper hand in image and styling. In a week where both HRC and the KTM factory rolled out photos of their new motorcycles to tackle the FIM Cross Country Rally season, starting of course with Dakar in the first hours of January, the CRF450 Rally was the subject of numerous gorgeous studio shots.

As OTOR is published this week the OilLibya Rally launched and some of the progress the manufacturing giant has made with their new fully flung re-entry to rally will be seen. Honda came back into competition after almost a quarter of a century of keeping events such as the Dakar at arms-length. Their prototype effort earlier this year turned heads but for the most part left stopwatches unmolested. Now this new basis for the production bike is hoping to take the battle to all-dominant KTM who have made the Dakar their own with victory in the past twelve editions.

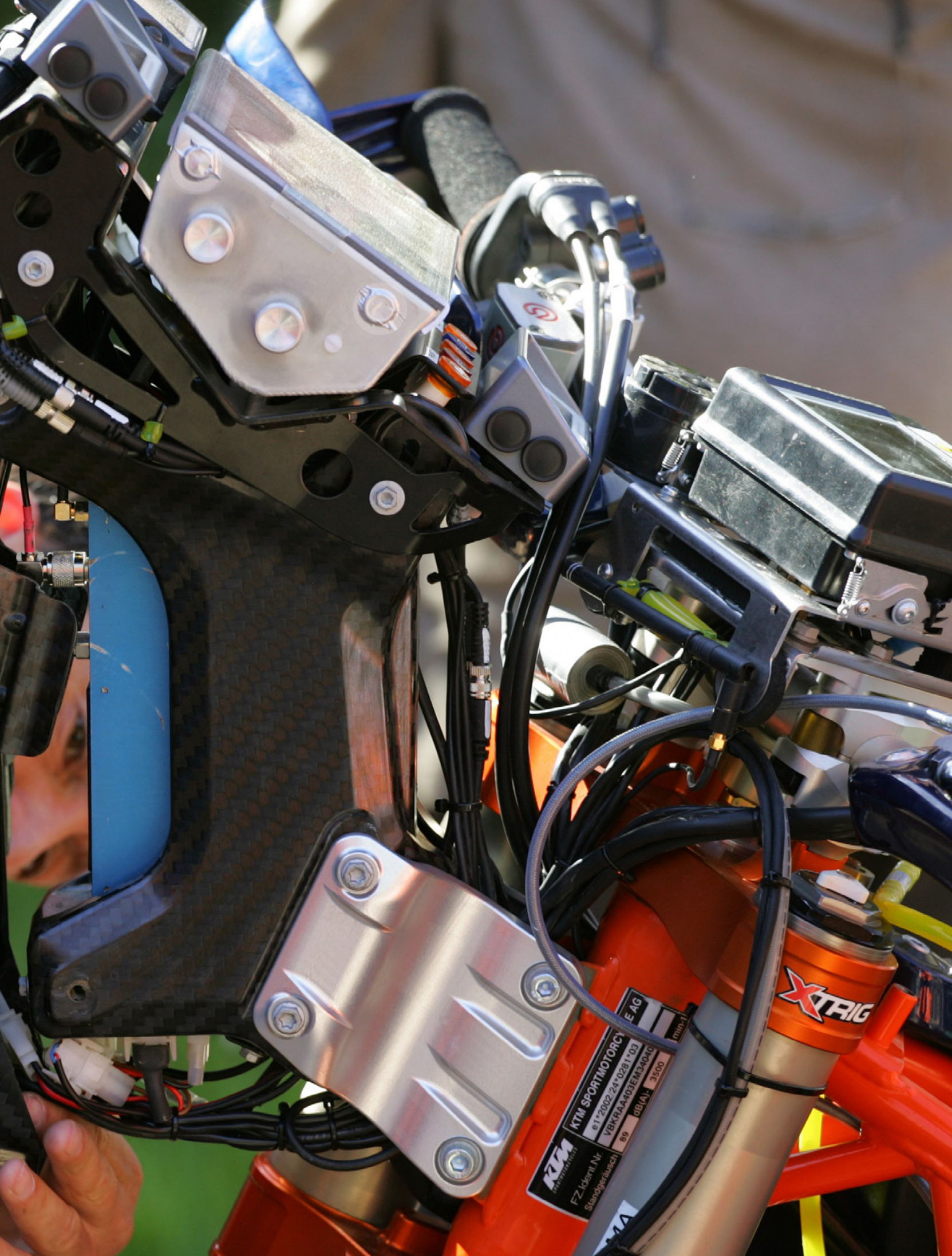
The Austrians have responded to the presence of HRC with a totally new single cylinder 450 Rally. The previous versions of the orange race bike had been modified to fit changing regulations that have rested on a 450cc capacity. "We always wanted to make a lighter, slimmer and easier to handle motorcycle but with the same power," said CEO Stefan Pierer earlier this year on the project.

"Before when we put that [450cc] engine inside the 600 chassis we still won. However the chassis really is too big and heavy for that smaller engine, so we have done it like motocross with a nice bike that looks good and hopefully Marc Coma will bring it to the finish line first." The Catalan will be racing the 450 Rally for the first time this week. It all means that Rally and the Dakar are once more home to some fruitful investment as well as technological design and ideas. A big shot in the arm for the discipline.









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FEATURE

GoPro: COULDN'T BE EASIER

**WANT TO PLAY WITH ONE OF THOSE FANCY
GoPro CAMERAS BUT FEEL A BIT PUT-OFF BY
ALL THAT 'HIGH TECH'? HERE'S HOW EASY IT IS
IN OUR SIMPLE BREAKDOWN SIX STEP GUIDE**

By Adam Wheeler, Photos by Juan Pablo Acevedo



It looks tempting, shiny and complicated sitting there in the shiny Apple-style box on the shelf. The new Hero3 is GoPro's latest WiFi-friendly offering and might seem like a gleaming piece of kit that packs a chunky manual but it is all quite self-explanatory, and thanks to a battery already partially charged (like many electronic items) the camera is actually ready to go as soon as you have undone the binding straps and inserted a mini SD card. This memory device is similar to one you are likely to be carrying in your phone or digital camera. The GoPro is essentially a roving 'capturing device' and the process after recording your material is very much the same as any camera.

What else is there? You have a USB connector lead to fix the camera to your computer, another lead to affix the wireless remote control to your PC (for charging). Two mounts: one for flat surfaces and another for curved. A different attachment buckle, a locking plug (to stop the housing flying off) and a skeleton Backdoor.





2 THE CAMERA HOUSING

The GoPro's plastic 'box' – the housing – is easily opened and closed with one hand. The clamp draws the backdoor securely into place and the enclosed package is actually water-proof up to 60m. There is no mistaking the fit and position of the camera when inserting it into the housing and the Hero3 still manages to surprise when you touch and feel how small the unit is when outside of its protective shell.

Considering the quality of the images and the benefits such as Wifi and the App capabilities this is impressive stuff. An important note is the backdoor of the housing. The standard option is already in place and, as mentioned, this waterproofs the camera but you can simply pop this out and fit the Skeleton model that reduces wind noise up to 100mph. Not much use in bad weather or for off-road but for a road bike it is an alternative choice to prevent the audio becoming a raucous blast with little else audible.



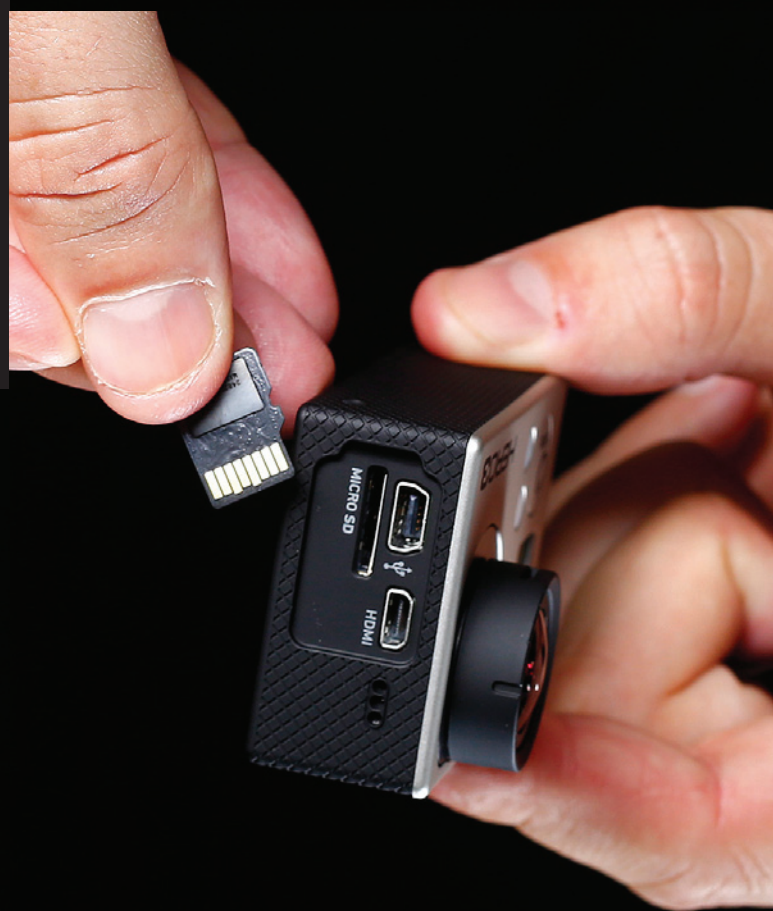
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FEATURE

3 THE CAMERA

To get the camera fully operational first you need to insert the battery and then a mini SD card. You can buy one from 2gb capacity right up to 64. The slot in the side is clear enough. Through the USB cable you can charge the battery by hooking it to a computer, wall adapter (like most iPhones now have) or even a car adapter. It will take at least an hour for the battery to be 80% plugging into the 'mains' and don't worry if you are running low while recording; the GoPro saves your recording before powering off.

A size comparison of the camera to an iPhone shows you the relative small piece of technology you're dealing with. There are three principal buttons and two lights. The small circle on the side activates the Wifi capabilities enabling sync with the remote control or the free, downloadable iPhone App from the website. Then there is the power/mode button on the front of the camera – where the metal housing nodule makes contact through the housing – and a shutter/select button on the top.



4 THE SCREEN

Here you can see everything from the capture modes – the Hero3 can also take high-res continuous photos and time-lapse images so it is a handy stills camera – to the duration of the clip, the number of files (movies/photos) and the quantity of battery remaining.

The Hero3 is defaulted to 12 megapixels for photos, 30 images in 1 second for the photo burst and a time lapse of 0.5 seconds. The video resolution is pushed up to 1440p48fps.

It is an uncomplicated procedure to cycle through the options and adjustments via a combination of button pushes and beeping sounds. Most of the fully customisable stuff (including a Protune option for people wishing to unlock the camera's full potential for professional production use) can be found through the manual. A degree of comprehension with a computer or laptop is essential for GoPro, not in the least to get creative and in the storage of the files, films and photos you make but also through the small detail that the manual for the product has to be downloaded online! There is minimal documentation in the box.

It may not look it but the Hero3 is a powerful little device. If you don't want to be fussed with all the tweaks and different settings then there is even a 'One Button' mode whereby turning the unit on also starts the recording.



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FEATURE

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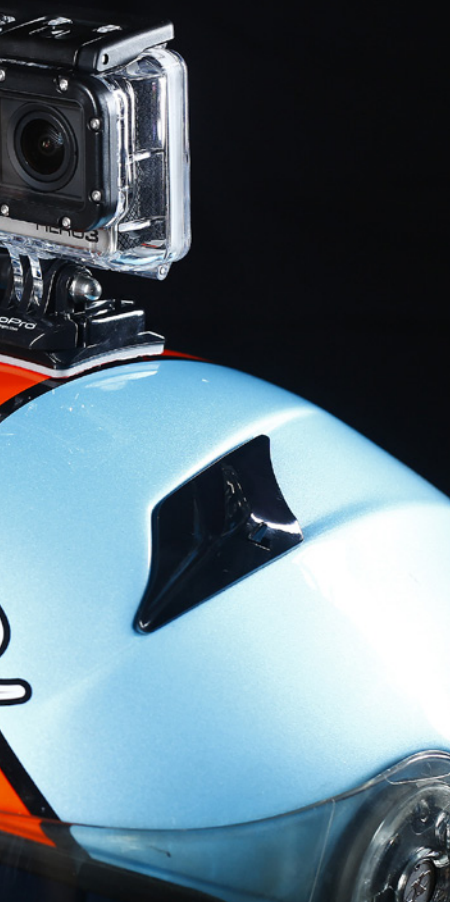
FIXATION

For most motorcyclists just starting out with a GoPro the first location to play with the camera will be on the top of your lid. Later on with more confidence and experimentation with the mounts – the website store is a treasure trove of additional add-ons and fixings – then the camera can be slotted onto other areas of the bike or the rider.

Peeling off the tape means the mount can be firmly stuck in place. The prepped camera is then slid and locked. The thumb screw on the side can adjust the angle of the unit and this is where some trial-and-error comes into the equation as the scope of the video will depend on the position you ride; too far forward and you'll only see the top of the bike, too far back and you'll see mostly sky, even if the Hero3 lens already gives a chunky perspective of the world.

Naturally it can be tricky to turn the camera on if you are suited-and-booted and ready to go so this is where the remote comes in handy. The iPhone App is even better as you can bring up the footage direct from the camera, a live preview option, and adjust the angle to how you see fit. A surplus Grab bag of mounts will set you back around 25 euros.





6

THE FINISHED EDIT

Buying an HDMI cable or mini-USB to composite lead will allow you to plug the Hero3 direct to a television (it will also be curious to see if the Wifi will permit connection to a wireless enabled TV) so you can see the material direct from the camera. The best option for not only archiving your material but also putting some basic editing touches to it and maybe then sharing online through GoPro's massive community is to plug it straight into your computer. Once connected, like a digital camera, you merely open the 'camera icon' and copy-paste or drag the images to your hard-drive. From there - while the device is re-charging - you can start to play around with the material. GoPro have their own Edit Software which is free and downloadable from the website www.gopro.com or you can open a programme like iMovie which is intuitive and very easy after a few run-throughs.



GoPro boast that they have the world's most versatile camera and it is hard to disagree when you see the opportunities for capturing video from positions and angles that you previously never thought possible. There are other cameras available on the market but it is tough to ignore the standard-setter and then delightful to discover how easy it all is and how empowering something like the GoPro can be in helping store or share memories. Watch out though...it is quite addictive.



GoPro GUIDE





PUSH THE LIMIT



In the hotly contested AMA Supercross Championship, Ryan Dungey and his KTM 450 SX-F prove what can be achieved with willpower and the right material. The accumulated racing experience into the factory bike is found in the genes of every KTM 450 SX-F. The state-of-the-art engine delivers explosive power – the robust, lightweight chassis and top quality suspension ensure perfect handling in every situation. Your complete package for victory.

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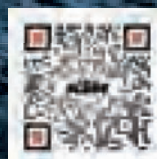
450 SX-F

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AMA'S 'ALIEN'

By Adam Wheeler, Photos by Ray Archer

The USA just keeps on churning out phenomenal off-road racing talent and although Eli Tomac famously declared his ability and intentions with a debut Pro victory at Hangtown in 2010 his rise to the position of one of the AMA brightest and best is completely expected. Still just 20 years of age but with supercross and motocross titles already to his name, '17' dusted off a long year in which he also memorably represented his country for the first time at the Motocross of Nation. Learn a bit more about Eli here...



2013 was almost perfect for me. I

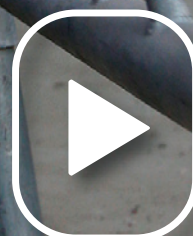
was really close to the Supercross title and Kenny [Roczen] fought until the last but I made a few mistakes, like the crash in Oakland and also Seattle, and it got away from me. With a short series like that you have to always stay on the bike...that really cost me. We pushed as hard as we could – finished second – and then went to the Outdoors where I started off so-so but by halfway I got the ball rolling. Everything started clicking for me; from bike set-up to training and getting more experience. It was my fourth year on the 250 circuit and the experience earned over that time was a big help in taking the championship...and getting older too!

You are always battling somebody for a title so you cannot drop your guard. Unless your name is Carmichael then nobody just walks away with it in the American series any more. Last year it was Blake Baggett that was battling for the wins and this season it was me and Kenny. Someone is always going to step-up their game. I was actually really healthy all year, so that was nice and I didn't have to deal with those nagging injuries. If you do all the 450 supercross races and then the Outdoors then that's 29 weekends of racing, add the Monster Cup and maybe the Nations... it is important not to do anything stupid.

My best race this year? Man, I felt really good in the Main Event at Las Vegas. That was the West Coast Main. I ended up winning it but Kenny came second so he locked up the title. I felt awesome in that race. I had to make it happen under pressure and that was the best feeling; that I could deal with that. A couple of those last outdoor rounds where I went 1-1 were also a lot of fun.



ELI TOMAC



PLAY



FEATURE



PLAY

“Golf and motocross is like black and white. Out on the course there is no sound, no 120db blasting in your ears. You can escape everything....”







When I first started my Pro career I thought I was more of an ‘indoor’ guy, purely because I struggled Outdoors with the heat and trying to make it through to the end of the moto. It took some time with age to get used to that. To get a bit tougher and stronger. Now I feel I have the same level Indoors and Out and that’s is one of the nice things about this season because I think I reached a good level in both. Nobody is perfect and I think I can improve my starts a little bit. I got them better by the end [of the season] on the 250. I think they will get better on the 450.

The 450 is a pretty big change but once I get a couple of days on it I feel at home. It is a lot more ‘there’ for me. I like that whole engine-braking feel. The 250 is a lot easier to man-handle you could say.

Hangtown feels like a long time ago now and when I look back I must have been running on the adrenaline or something! Those next two years were pretty tough on me. When I finally started winning this season I was like ‘man, about time’. I couldn’t believe I did that [win Hangtown] when I was seventeen. I’ll take any win I can get and at first when I did that I thought it put too much pressure on me but I think now in the long-run it will help me because I found out what I had to do to step things up. I want to race and battle for the lead and podiums as long as I can. Once I get to the stage of getting beaten then I can’t see myself just cruising around going for fifth. Until then I’ll keep pushing.

I watch a little bit of Formula One and MotoGP and sometimes peek into the MXGP results. I’m not totally sucked into our scene and I don’t really look at the websites that much just because I’ll get so burnt out checking the same things every day. I like to mix things up and watch other sports.

I don’t know if I would leave America to race full-time. I don’t mind being in Europe for a week or two but I’m a home-boy. I like my soil! It would be tough to do a whole series. I think you have to be fully dedicated to that lifestyle. The American way of life when it comes to racing dirtbikes is pretty high-paced. I don’t know. It just feels different. It is good to be known worldwide...I want to be known as someone who is respectful, especially to the fans. When it comes to the job I also feel it is something that helps in the long run. It is good to expand your profile. Not to be too quiet, or too selfish.



I totally love the Paris Bercy Supercross! The only reason I didn't want to do it this year was because of the Motocross of Nations. I raced Genoa and Bercy last year but now I have seventeen rounds of supercross and all the Nationals in 2014 to come so it turns into a lot of racing and travel. If I went to France then it would mean a 'non-stop' schedule and you need to re-group and re-fresh.

The Geico Honda team is a good team and a pretty good stepping stone. It is where I started and I'll actually be on the 450 with them with full support from factory Honda for 2014. So that's nice and so far it has been a smooth transition. There will a separate 450 set-up now and to be the leader of that is pretty cool. I'll be at the Monster Cup and we'll do a lot of testing for supercross at the test tracks. Maybe a little bit of time off after Vegas, perhaps a week, but before you know it we have to start hitting it pretty hard pretty quick.

What do I do for a week off? Well after the Lake Elsinore national [the last round of the AMA MX Pro series] I went Elk hunting! I hunt with a bow, some archery and try to do it the real way. I ended up getting a big Elk. It involves the whole deal, the full spot-stalking stuff. I play a lot of golf as well. Handicap? Probably a seven or eight. I'm in the high 70s at my home course and in the 80s around a new one. Golf and motocross is like black and white. Out on the course there is no sound, no 120db blasting in your ears. You can escape everything.







GREEN FINGERS

An unusual warm-up for several of the athletes in the Monster Energy family awaited at the recent Motocross of Nations where some snarling lawnmowers – donated temporarily thanks to a local club of enthusiasts – were prepped for punishment around the grassy confines of the Parking B area of the Teutschenthal circuit. These wheel-driven beasts are normally steered in anger through endurance events – up to three hours – and can reach speeds of 50mph! Gautier Paulin, Dean Ferris, Christophe Charlier and co sprinted around a small layout with models involving hand throttles as well as foot pedal accelerators. The general feeling was one of surprise and awe at how nippy and quick the machines actually were “lethal!” was one adjective used! Photographer **Marian Chytka** grabbed some great images





FERRIS

AUSTRALIA'S MXGP STAR

By Adam Wheeler, Photos by Ray Archer

Although he was signed without fanfare as the last part of the Monster Energy Yamaha team for 2013 there was a select group of MXGP insiders who believed the combination of Dean Ferris' tenacity and guile and Steve Dixon's renowned Cosworth Yamaha engines would make for a potent combination.

Ferris duly pushed his career onto a higher level with a first Grand Prix victory, four podiums in total and those emphatic starts at the Motocross of Nations on a carburetted 250F. The under-rated 23 year old's story is already one of 'arrival-after-adversity' and now he heads an Australian GP invasion with compatriots Todd Waters and Luke Styke also set to join the FIM Motocross World Championship in 2014. Here he talks about the long journey from his homeland, a life-changing racing term this year and the prospect of MXGP next season on the Cosworth YZ450F. Fascinating stuff from one of the most earnest characters on the scene...



What's home like?

I'm from the east coast and 'in the middle', so it is quite tropical. In the winter it is sunny every day but dewy at night and around twenty degrees. I grew up on farm of 1600 acres and a sawmill. I was just a rugrat running around. I had an unlimited fuel supply as we had a bowser at home. I never had any shit-hot bikes but I'd just top up whatever I had and just ride, ride, ride, whether in the hail or the shine, probably more in the rain than anything. That's all I ever did. I had chores to do on the farm and I was driving tractors when I was nine or ten and things like that just to help out. I'm a modern kid but I grew up in a life of an older generation; like in the '50s or something when kids could do anything. School was 30km away. I was always the last person on the bus. My mates lived in town and I would hang out and sleep at their place...there was never anything to do!

So that explains how the racing started...

I just gave it a go and I was a quick rider because I had done so much of it at home. Up until I was fourteen or fifteen I was only doing local races that were a couple of hours away. I entered my first national championship event when I was fifteen and it was a day-drive to Canberra. When I turned sixteen I finished school and got a job but at the same time I had support from Yamaha. My dad passed away when I was eleven and that restricted me from racing any earlier in life but my Mum did what she could and we got around the races... it was not like they were driving me all over the country from the age of five. It was not like that.



How did you manage from that situation? How did racing ambitions grow from there?

I always felt I could do well but with the situation Mum was in as a single parent it was really tough to manipulate how I could go about business. I learnt really early the best way to get things done. It was not fair for me to push the limits with what I wanted to do. I never had Dad there to help me or work on the bike. Another thing was that financially we didn't have the money. It was really tight. At the same time that my brother got a job and stopped his racing I put it to Mum that I really needed her help to support me, and she did. I worked hard and Mum worked hard. My cousins...I have a massive network of family that lived close by and they helped me out all the way, ever since I was on 80s just getting to races. They all stepped-up to push me on until one point it was like a firework and I just got fast really quickly. The next thing I knew I was

stepping into factory trucks. I mean, there is a lot more to the story after making that first breakthrough with various ups and downs, but that's how it began.

Doing endless laps paid off then...

Man, I only had one bike a year so I couldn't afford to smoke it. Somehow I got-by on practically no budget, just buying a few tyres and sneaking a few free from my cousin who worked in a tyre shop. I was in good place to practice though and I was getting fast without really knowing it. I just couldn't wait to get home from school and get the gear on, go riding with my mate and burn around until dark. I wouldn't even have the full kit, just a helmet and no gloves. I was a full weekend warrior! It was like that until I started to get some support and then began ripping through parts just because I could.

How did the whole 'get fast quickly' episode happen?

I think it was a confidence thing. I was quick on 80s but there was always something holding me back. I found that the bigger the bike, the more confident I became. Somebody put it to me one day - because as a kid you are not sure if you are gonna 'make it' or you don't know how your family will feel when you tell them you want to be a professional racer - they said 'how far are you willing to go? I had just turned sixteen and I had a sleepless night after that. Finally I woke up some time in the morning and said to myself 'right, I'm gonna f**king make it' and from that point on I looked for every little thing that could make me become better.

So you weren't thinking of something like Grand Prix at this stage...?

No, not at that age because something like that seemed so far in the distance but I was always taught to dream big, so I did. The biggest influence on my career was a guy called John Hafey. He was my mentor and coach and got me the deal with Yamaha originally in Australia. He brought out the confidence in me that I have now.

But you made it to GP. We remember you taking a couple of wild-card rides as a fresh-faced visitor a few years ago. What was the story there?

You know the saying 'you have to take a step back to go forward'? Well that happened in 2010. I was on a factory team in Australia - that wasn't any good - for 2008 and 2009. I got dropped and had a bad year and the team manager burned me and made sure that nobody looked at me for 2010. He told me I was 'a nobody' and I wouldn't get anywhere-

Why?!

That is just how the guy was. I don't know why. I think I'm pretty friendly to everyone in the paddock and quite well respected so I'm not sure what he had against me.

I went privateer on a Honda and I put everything I had into it. Once again I had to ask my Mum for help and she stepped up. I borrowed money from her and promised I would pay it back whether I made it or not. It was a make-or-break year. I would either get another ride for 2011 or be in debt and looking for a job. That actually opened the door for me to come and have a look in Europe because I didn't have a contract and nobody could tell me what to do. I had been looking to get to Grand Prix for a couple of years but it wasn't until I ran into Ben Townley at the second round of the Canberra Nationals and he just walked by me in the pits and said "I like the way you ride dude, very smooth with good technique". I pretty much took the bull by the horns and told him I wanted to come to Europe and needed to know how to do it. He got me in contact with Glen Dempsey [rider manager] and three weeks later I was circling the Grand Prix paddock. It was that privateer year that allowed me to get started over here.

You started 2012 as an MX1 Grand Prix rider with the Ice1 team on a Kawasaki and even led the muddy Brazilian round but a shoulder injury meant you were gone mid-season...

Earlier in my career I used to get depressed about getting injured but that doesn't really happen any more. In 2012 I hurt my shoulder and went for the operation so the year was done. I was disappointed but the worst thing was that I didn't get to show the GP field once again what I could do. It was so frustrating. I had been pushing to get the bike better and that was happening very slowly. I got a fifth in Brazil in qualifying and then led the race in the mud. I was knocking on the door of the top ten and had some good battles with riders with more experience. I knew where I could be but then the next moment my shoulder was done and I was out for six months.

DEAN FERRIS



PLAY



You hint at a low moment there and just coming back to your family...it must have been almost unimaginable what you had to go through when you lost your father...

Yeah....we were best mates. That year he passed, 2001, was the year we started racing so we had only done six or seven together and I remember every one. We used to work together and I was a handy little kid around the farm. My whole life changed that day. Everything changed. We had to sell the business and then a couple of years later sell the farm because it was too big. My mum had this vision for us kids that we were free to choose what we wanted with our lives and the farm was holding us back because it was too much to handle. My brother, sister and I are actually successful in the paths we have chosen. He is an engineer and my sister is a farm girl; she works on a facility that is half the size of Belgium! She is only one of a few in control of this farm, so it is a big deal. We still talk about Dad in the family, and it's nice. We like to talk about him. I'm friendly with some of his friends and I like the stories about him. Sometimes it does feel like a long while ago because it is half of my lifetime since he passed away but then it feels like I was only doing something with him yesterday. I have a really good memory of my childhood and sometimes he feels very close.

You bounce around Belgium and the UK in the racing season. How is that lifestyle with home so far away? Life has to be about more than the bike I guess...?

Yeah, I've got more to life than just the bike and I'm set-up quite well in Belgium and have some friends there. It is like I have two sepa-

rate lives because how I live here is so different to how life is in Australia, but I'm happy here. Obviously it is a lifestyle wide-open with motocross. It is something you dream about when you are younger – travelling and seeing the world – and I actually try to stop and take-in where I am sometimes. I'm quite an adventurous kind of kid and the days are not just about getting in and out of a motocross track. I hope that attitude will keep me fresh.

Talking racing...the Grand Prix of Belgium victory in July was a game-changer. And made you one of just three riders to have walked the top step in 2014...

You could say it was like that. I reckon I'll think about it more in the off-season because it was a case of 'next-race next-training' right after. I realise it was a pretty special thing to do. Australia went off the hook; they think it's great and many people have pointed out the relevance when it comes to the history of the sport. I didn't know how it would feel. I've never won a championship or even a round of the Australian nationals! I always knew I would [win a Grand Prix] and for some reason when I was younger I thought I'd do it back to front! I left Australia having not won anything and then I've become a Grand Prix winner; I kinda had a feeling that would happen.

That first win was memorable but taking your maiden podium finish at Qatar for the first GP, first time with the team, first time on the Yamaha, first time in MX2 was also a big result...

Qatar was probably equally as important. I was always going to make the podium there in my eyes; I was 'that' ready from the off-season. I was injured in June and had to go through rehab and then just trained my butt-off all the way. As everyone knows I didn't get any testing done and just rolled into Doha with jetlag but I had the attitude that 'nothing was going to stop me from doing good here'. [pause] The bike has changed a lot from that grand prix and I think if I rode the same event now with the same motorcycle then I wouldn't do as well but that day - or night rather - I was that strong and mentally ready, I made the podium. And it opened many people's eyes. I don't know if anybody expected me to go 1-1 in Belgium but I knew I had it in me and it is what I had been striving for all year...or to at least go 2-2 to Herlings. It's the best result I've ever had.

Apart from Herlings Glenn Coldenhoff was the other GP winner in 2013 but with a 4-3 in the British GP motos. You were a more comprehensive victor...

I couldn't have done it any better. I stamped my authority on that grand prix and nobody can take it from me. I won both motos, had good starts and did everything right. I'm really glad my first one [victory] was like that. Bastogne had way more impact. I even had a comment from Chad Reed saying something like 'welcome to the list'.

Going back to Qatar, you mentioned the changes on the bike. Does that mean you have some regrets when it comes to pre-season? Would more testing have helped and banished a few of the issues that stopped you challenging for a top three championship slot [he ended the year with 6th in MX2]...

I think I did the off-season right. I probably should have tested more but the way things happened I couldn't really have rocked-up to Steve's team as pretty much 'a nobody' and said 'hey, throw the suspension in the bin'. I had to do that shit half a year and almost prove a point. That's just how it [the development process] works, and I don't think it would have changed just because of some off-season tests. There were a couple of other things on the bike that we could have done a bit differently [pre-Qatar] but like I said I was more ready than any of my rivals bar Herlings going to Qatar. Looking back now I think we improved the chassis by about 50%. The engine has been awesome and we didn't change it all year, just some mapping when we were at some slippery tracks but the chassis has come on leaps and bounds and that's where I have been able to make time. The Motocross of Nations was probably the fastest I have ridden - after a bit of testing during the week before - and there is not reason why I cannot get faster and faster with that set-up.

So now you are on one of two works Yamahas in 'MXGP' and leading Cosworth's development on the YZ450F. Nice position to be in...

It is so weird where I am now because it doesn't feel so long ago that I was a little kid looking in the awnings and at the bikes and pointing out new stickers. Now I'm doing my job and this-is-factory-that's-factory, I get new gear and good support. I almost need to stop and check myself because I've come from nothing. I still appreciate all that stuff but it is part of the job now. When I was a boy I used to wear the same nylons for five years! For Christmas I'd get a new set of gloves and I'd be pumped! Now I'm pulling new gloves, socks and gear out of plastic bags every day. It is cool but I have to get on with it and not get too wrapped up.



PLAY

And it goes to show how much one race can separate a degree of interest in you...

It does, you're totally right. It is actually a shame I couldn't have got this result earlier because there might have been more opportunities; people would have seen that I was capable of a Grand Prix win. Anyway, things have fallen into place and I reckon I'll be on good equipment next year. It is nice to be signed as the number one rider for that project. I know we will start out better and have our set-up sorted. Cosworth can build whatever we want really so I think we'll have plenty of options. Ben [Popperwell] is key in his role as chief mechanic and I know we'll have good support.







You are also back in MXGP (formerly MX1) which you've said many times is where you aimed to be...

Yeah, this year my lap-times against the 450s have been really good and I know in my eyes I can ride a 450 on any track faster on any day of the week. I wanted the opportunity to ride in MX1 and that's what I came to Europe for. I stepped down to MX2 this year because of the circumstances around having a bad year in 2012. Even if the 23 age rule wasn't there then I'd still want to be on a 450 in 2014; you just need the right opportunity to do that.

The quantity of Aussies in the championship will increase for 2014. Are you all following the 'Chad Reed path' to the AMA? What's your feeling? Also on Todd Waters and how he drifted from KTM in Australia into that new works Husqvarna set-up...?

I always intended to come here first and I think some other guys back home had their eyes on America but they needed to get faster. Some of those boys got the chance to ride the Motocross of Nations in Belgium last year and they saw it was pretty cool and like the look of doing Grands Prix. Obviously Todd and I have been rivals since we were fifteen. Pretty much anything he can do, I can to and vice-versa. For sure he has seen my results and believed he can achieve the same...Luke [Styke] also. It is good those guys are coming over. They maybe would have done anyway, but perhaps what I've done has helped. Todd set that path out. I was in talks with KTM back in Australia to do the same. Obviously Todd found himself in that ride because he believed the same would work out. KTM kept their promise and got him on a works bike here. Happy for him but it is a bit crazy that he's on factory equipment and unproven at Grand Prix. He's a good rider, no doubt about that.

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KTM

RUNNING ON EMPTY...

By Adam Wheeler



January 2012. “There are a lot of races but I will never complain about it. I get to race dirt bikes for a living and get paid for it!” So said Ryan Dungey one week after giving KTM their first 450 class Supercross win and seven months from delivering their first 450 outdoor title.

I wonder how long it will be until the 23 year old starts to change his tune?

The interview with Ryan was recorded several days after another with the other ‘Ryan’, that of Villopoto, who would be facing 2012 off the back of a near perfect season in terms of championships, accolades and million dollar bonuses banked. The bleak tone of the Villopoto session was in keeping with the general feeling around AMA competition for the last few years that the riders and teams are operating in the ‘red zone’. On the KTM Blog (www.blog.ktm.com) Dungey’s Team Manager, Roger De Coster, admitted: “I have pushed my people as much as humanly possible [in 2013]. A lot of the guys work seven days a week, ten-twelve hours a day.”

Coming back to Dungey. With an injury-free season the ex-champion totalled 31 weekends of racing in 2013 with his recent appearance at the ‘Give Me Five’ Red Bull affair in Madrid. While some other American riders – apart from Eli Tomac and Justin Barcia...and not forgetting irrepressible ISDE hero Zach Osborne – have been discovering just how comfortable their sofas really are, packing their holiday bags or going through some juicy components for their 2014 set-up, Dungey has had to stay on a high level of preparation and readiness. And he’s still not done. The Monster Energy Cup next weekend will again provide a testing opportunity for the Minnesotan and take his 2013 haul to 32 weekends from 52; quite a feat. It is not only the racing (as Dungey said in that same 2012 interview “only a handful of riders can handle this position and pressure. It is fun out there and it is enjoyable

but there is a stress that comes with it for sure.”) but also all the travelling; something I can personally sympathise with. You might still think ‘there’s 20 weekends where he can kick back’ from that schedule but it doesn’t quite work out like this way.

I can vividly remember asking former world champion and current manager of Team Belgium, Joel Smets, at the 2011 Motocross of Nations at St Jean D’Angely in a press conference whether he thought riders were doing too many races these days. The question was in reference to the seventeen Grands Prix, international events and national championships the GP athletes were undertaking. His answer was an unequivocal ‘no’. In fact he said they were not racing enough. Perhaps Smets was a special case, being a fiercely competitive animal, racing GPs into his thirties and starting the sport in his late teens (we are unlikely to see his like or his story happen again). However it showed the different philosophy that some racers have. Those that feel battered by the sport by their mid-20s and others that embrace every furious turn of the wheel in acknowledgement that – realistically – the clock is ticking no matter what their age.

In my relatively limited dealings with Ryan Villopoto I’ve rarely seen him more relaxed than during the summer of 2012 when he was recovering from his knee injury and was a happy visitor to Belgian GP. It’s like the surgery and forced break gave time to breathe. At the Monster Cup less than three months later he was again a lean instrument, almost gaunt, but fully into the mode for another gruelling racing schedule. Having witnessed the pleasure that Dungey clearly takes from his profession whether at the Nations, in a stadium or dealing with public and press on any continent I hope his, and most AMA stars’, energy for the sport keeps intact, and talented riders evolve to maximise their careers and therefore our entertainment.

PRODUCTS

100%

100% caused a stir last week when this fantastically retro video (click on the 'Play' symbol) served as a taster for a different type of moto goggle.

The **Barstow** easily falls under the bracket of a product with a 'timeless look'. The company have split the model into two families: The Legend (with Burgundy and Camo schemes) and The Classic (with White, Red and Checkers). The Barstow obviously ticks many boxes when it comes to a desirable or admirable aesthetic but the sharp look comes with practical features as well, such as the minimal frame design with French-made Dalloz lens, triple layer face foam and air vents on top of the frame. There are seven different types of lenses and some t-shirts and sweatshirts to complete the look.

Has there been a cooler celebration of off-road and baja-style motorcycling nostalgia in recent memory? It's hard to recall. There is even a custom bag and immediately distinctive box. In short, it all looks so pristine and characterful that we struggle to think of a better gift for a bike fan, whatever they ride. <http://www.ridebarstow.com/>





PRODUCTS

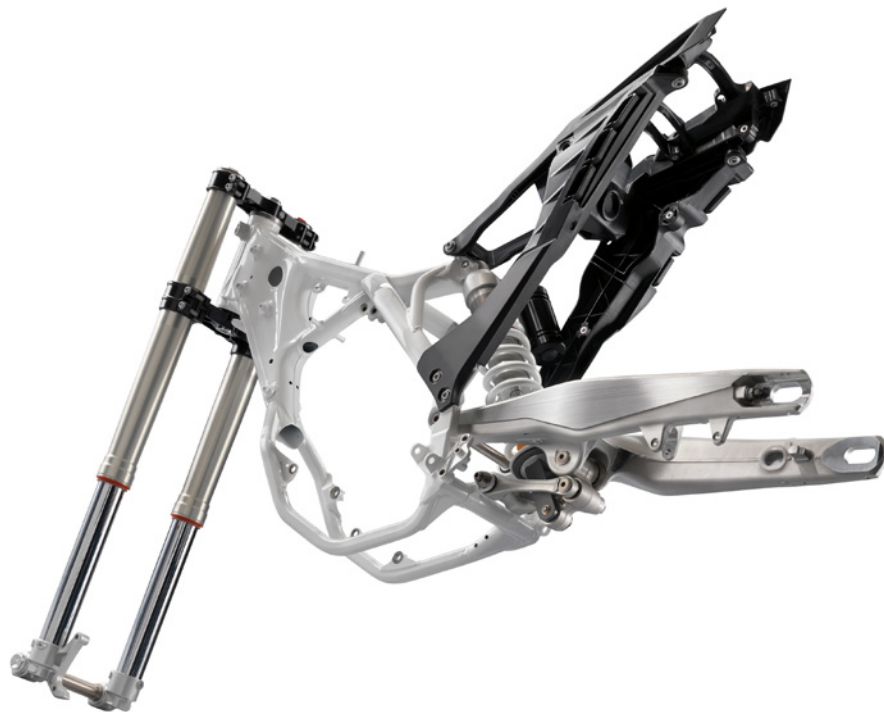




TRIUMPH

Easily time to switch riding gear now that autumn is on the way out. One of the pleasing aspects about Triumph in recent years is that their high standards towards design and quality have extended through to their accessories and casualwear. This is a cult brand and the company has a cool sideline to match.

The 2013 autumn/winter collection should now be perched on a hanger at a dealer somewhere or will be draped invitingly at a bike show in the coming months. The t-shirts all look the part and we've thrown some of our favourites on these pages as well as the new Expedition jacket (£349) and the McQueen classic jacket (£225) that is waterproof and windproof. Have a look at the full collection online. www.triumphmotorcycles.com



HUSQVARNA

October 7th of this year was another significant date for the Husqvarna brand – a logo and name that has far-reaching international clout – as 75 of the first production bikes trundled off the assembly line at Mattighofen, Austria. The KTM facilities turned ‘white and blue’ for the first time as the finished FC 250 and FC 450 four-stroke motocross models were the initial models to be pieced-together for the resurrection of the Swedish marque. The powers behind KTM have been incredibly fast in turning around a full range of MX and Enduro motorcycles, which are due to be formally presented at the EICMA Milan show in the first week of November.

Some details on the motocross machines have been released however with the PR text stating: “All of the 2014 Husqvarna bikes feature a super light chromium molybdenum steel frame with polyamide rear subframe, a completely new innovation for motocross machines. They all have advanced, fully adjustable WP suspension and are driven by powerful and reliable engines.” The MX two-stroke family extends to 85, 125 and 250 editions while four-stroke runs to 250, 350 and 450. The Enduro line has TE125, 250 and 300 two-strokes and the four-strokes boast a choice of FE250, 350, 450 and 501. Check out the website for more: www.husqvarna-motorcycles.com







BACKPAGE

By Ray Archer







'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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